

MEDIATORS HEAR PLEA FROM THE RAILROADS

Commission of Nine Men Is Believed to Be Wanted.

ENGINEERS TO TALK TO-DAY

They Will Fight Any Attempt at Agreement Outside Erdman Act.

After an all day session with Charles P. Neill, United States Commissioner of Labor, who with Martin A. Knapp, presiding judge of the United States Court of Commerce, is endeavoring to bring about a settlement of the controversy between the railroads and the engineers, the representatives of the railroads had not finished last night presenting their side to the two mediators. There will be another session with the representatives of the railroads this morning. It is likely that Commissioner Neill and Judge Knapp will meet the engineers this afternoon.

A sub-committee of the conference committee of railroad managers met Commissioner Neill at the Hotel Manhattan. This committee was composed of J. C. Stuart, vice-president of the Erie Railroad and chairman of the conference committee of railroad managers; A. H. Smith, vice-president and general manager of the New York Central lines west of Buffalo; H. J. Horn, general manager of the New York, New Haven and Hartford Railroad; G. L. Peck, general manager of the Pennsylvania lines west of Pittsburgh; and B. A. Worthington, receiver for the Wheeling and Lake Erie. Outsiders were not admitted to the conference. Judge Knapp arrived from Washington last night and will take part in the conference to-day.

There was some comment that it had taken all day without the railroad managers being able to acquaint Commissioner Neill with what the railroads were willing to concede and what they expected to get if the differences with the engineers are settled. It was said on behalf of the railroads that they had not consented to "mediation" but were "conferring" with Messrs. Neill and Knapp, a fine philological distinction being made. Instead of being satisfied with a board of three arbitrators, as provided for in the Erdman act for the settlement of disputes between railroads and employees, it was said that the railroads wanted a commission of nine members appointed, the commission to include a railroad shipper, a consumer, a banker, a farmer, a manufacturer, an army officer, a naval officer, a railroad manager and a railroad engineer.

There being nothing in the Erdman law covering a commission of this character or size, the railroads have no objection to President Taft naming the members of the board. While it was not admitted on behalf of the railroads that they wish to show that if there is to be an increase in wages for the engineers there should be an increase in freight rates, Chief Warren S. Stone and his lieutenants in the brotherhood are convinced that this is what the railroad managers are trying to bring about.

After the conference with the sub-committee of the railroad managers, Commissioner Neill talked with the reporters last evening on what he and Judge Knapp hoped to accomplish. Mr. Neill would not specify whether the railroad men were mediating or simply conferring with him for the purpose of having a commission of nine members appointed.

"I cannot see why there should be a quibble over words," Commissioner Neill said. "You can call it anything you like. What we believe is that each side is making a sincere effort for conciliation and a settlement of the differences."

Commissioner Neill admitted that it was the first time that Government representatives had volunteered their services under the Erdman law, thus establishing a precedent. Heretofore either side to the dispute had asked the members of the Commerce Court to mediate. Commissioner Neill insisted that it made no difference whether or not he and Judge Knapp were acting under the Erdman act; they were acting as Federal officials and the expenses of conducting the conferences would be paid by the Government. Mr. Neill said politics had nothing to do with the fact that he and Judge Knapp had offered their services, that President Taft had not been consulted and that Secretary of Commerce and Labor Nagel did not know they were coming to New York, although he had seen them since they came here, but had not talked with them on the subject of the threatened engineers' strike.

It is our practice," said Commissioner Neill, "not to tell anything of the negotiations until they have been completed. We shall follow this rule in this case, so I cannot discuss what happened with the railroad men to-day."

Chief Stone said last evening that when Commissioner Neill had talked with the engineers' advisory committee of fifty chairmen would be present.

"We're not quibbling over words," said Chief Stone on the subject of mediation. "We want results, quick results, fair play and a square deal. That's all we ask."

Chief Stone would not comment on the report that the railroads wanted a large commission to handle the question of increased wages for the engineers. The engineers will make a fight on any attempt to go outside of the Erdman act. Chief Stone believed that the provisions of the act are sufficient to cover the present situation and if there is any attempt to go outside of the Erdman act, the Federal law it will look as if he is playing politics.

A banker and a railroad operating official talked yesterday about the prospect of an engineers' strike. The banker said: "I don't think the public is in any temper to support a strike and I don't think that the engineers can win a strike without public support. Moreover, I don't think the engineers will attempt to strike at present even if negotiations end in terms which are not at all satisfactory to them. It's more or less of a bluff."

The railroads can't raise the engineers' wages without higher rates," said the railroad official. "I don't think they should raise their wages if higher rates are granted. The engineers are exceedingly well paid now and others receive higher pay much more than they do. If it comes to a question of wages, which it may very easily come, the engineers may win. Their treasury is not very full, but most of those men have saved considerable sums of money, so that they can put up a pretty stiff resistance. If they do strike we cannot get enough engineers elsewhere to do business enough to keep people fed and other industries running. We can't promote firemen, conductors and men and women and other engineers' places. There is no surplus supply of competent engineers to speak of."

"It's not safe to operate any pas-

senger trains beyond the slowest speed in case of a strike. It will be next to impossible to handle enough freight to keep the public from complaining at the top of its lungs. Then the engineers are men who can get other jobs to earn a living on during strike times. Their skill is in excellent demand."

On the other hand if there are no sympathetic strikes among trainmen and conductors, public sentiment will soon scare the engineers into submission to reason, because public sentiment in its memory the English coal strike, our own coal strike situation, the French railroad strike and above all the McNamara cases. There is a tremendous feeling against the unions just now. The public has come to understand that if we give the engineers what they ask on demand we shall go bankrupt. There isn't so much to that old argument about the danger of giving one class of men a raise because that will stimulate other strikes. We are confronted with that situation all of the time anyway."

FIGHTING OTHER YELLOWS.

One Taxicab Company Enjoins Owners of Two Orange Cars.

The Yellow Taxicab Company has begun a fight upon the twenty or more individuals and concerns which it says have been deceiving the public by the operation of taxis fitted up in imitation of those of the complaining concern. Yesterday the Yellow Taxicab people secured from Justice Bischoff in the Supreme Court a temporary injunction restraining Alfred Biancheri of 231 West Fortieth street from operating a couple of yellow cars. Next Monday was set down for the argument as to whether the injunction should be made permanent.

Benedict M. Holden, attorney for the taxicab company, said last night that his clients had lost much through the incursions of the "yellow fakers" into the taxicab field. They had imposed upon the regular patrons of the company and had caused many complaints to come in because of the unfair treatment which he said they accorded to those who were misled. According to the lawyer a good part of the Yellow Taxicab Company's assets consists in the publicity which had been given to its cars and service, and this was linked inseparably with the orange color of its cars.

The company had suffered a good deal, went on Mr. Holden, because its regular patrons were used to having the benefit of a charge account. Numbers of people, some of them from out of town, had had unpleasant experiences while shopping or going to trains when they found that their credit cards were not accepted by the drivers of yellow cars. Mr. Holden said "the taxicab fakers" were in the habit of overcharging also.

Altogether Mr. Holden thinks there are about twenty different groups of yellow taxicabs scattered about the city, leading the public. The Yellow Taxicab Company recently bought out the entire stock and assets of the Connecticut Cab Company.

KNIFE MADE SUBWAY PANIC.

Five Rowdies Roughhoused the Grand Central Platforms.

Five youths singing and yelling on the southbound platform of the Grand Central subway station during the rush hour last night attracted the notice of Guard Franklin Brico and he told them to be quiet. There was an argument right there. The five said that this is a free country and that they had a perfect right to make all the noise they wanted. Brico reached for the noisiest, who brought a knife from his pocket and lunged.

A lot of excited passengers gathered and the youth with a knife was blocked off from the guard. There was a free fight for a while. The waving knife then urged a passage through the crowd and the five ran across the overhead bridge to the northbound platform. Brico, with an escort of the bravest in the crowded station, followed while women screamed and scurried aside.

The five panted through the northbound platform, flourishing the knife vigorously. Men and women pressed dangerously close to the platform's edge to avoid them. Guard Brico, reinforced by two policemen who had come at the danger signals tooted by all the subway trains in the station, followed the five to the north end of the platform. Choosing between surrender and the tracks they gave themselves up.

He with the knife said he was Tony Masola, 25 years, of 224 Chrystie street. He was charged with attempted felonious assault. The other four are Mike Morita, 24, of 35 Dominick street; Jack Calibisa, 27, of 31 Chrystie street; Joe Mazola, 22, Tony's brother, and Charles Masola, of 253 Forsyth street. Charged with disorderly conduct and intoxication, they were locked up in the East Fifty-first street station.

SEIZES MORE ELEPHANTS.

Sheriff Has Two at Hippodrome Now in Luna Park Suit.

After getting the Barnum & Bailey menagerie off his hands a few days ago when the circus management filed a bond to cover his attachment, Sheriff Harburger was called on again yesterday to attach two elephants. The sheriff did not shrink from his duty, but sent two keepers up to the Hippodrome to see that Jess and Gyp, two trick pachyderms, are not removed from the premises until a bond is forthcoming.

The attachment was issued on a judgment of \$1,127 obtained against the Luna Park Company by Margaret J. Drake, who had her kneecap injured while riding on the miniature railroad at the park in 1910. She got an order to examine the officers of the Luna Park Company in supplementary proceedings and found that about all the company's attachable property consists of two elephants and a horse. Deputy Sheriff forces couldn't find the horse, so he tracked the elephants to the Hippodrome.

The elephant's trainer said the sheriff would have to wait until the circus finally concluded an arrangement by which \$2 a day is to be allowed for the animals' meals. The two keepers, Robert Taylor and Henry Jackson, will guard the attached elephants for two days and then if the judgment isn't paid they will be sold at auction after they have been advertised for six days. They are valued at \$3,000.

NEW JERSEY NOTES.

Gov. Wilson will review the Fourth Regiment, National Guard of New Jersey, at the Hotel Jersey City tomorrow evening. He will later be the guest of Col. Henry H. Brinkhoffer at dinner at the Union League Club.

George Van Ness, postmaster and groceryman at Chesterfield, committed suicide yesterday by cutting his throat. His wife, two sons and three daughters survive him. Two weeks ago his brother, Edwin Van Ness, hanged himself.

Henry P. Brown of Philadelphia was appointed receiver of the Trenton and Delaware Valley Railroad by the United States Government for the dissolution of the United States Steel Corporation.

Peapack and Gladstone has been adopted as the name of a new borough made by uniting the boroughs of Peapack and Gladstone. It is one of the wealthiest boroughs in New Jersey. Among its residents are C. Leonard Blair, W. J. Ladd, George B. Mosie, Chandler Baker and Dr. Frederick Bull.

Julius Pripp, president of the International Brotherhood of Talmans, who had been conducting the strike of municipal laborers in Montclair, was arrested yesterday for threatening laborers who refused to go back on strike after returning to work. He gave bail in \$500 and said he was done with the strike.

Lawyer Julius Lichtenstein of Hoboken said yesterday that an appeal will be taken from the New Jersey Court of Appeals from the decision of the Supreme Court in affirming the conviction of County Collector James H. Egan of Hudson county on a charge of embezzling \$21,393 of county funds.

MANY COSTLY STRIKES IN RAILROAD HISTORY

Two Disastrous Labor Struggles of 1877 and 1894 the Worst in This Country.

HUNDREDS SHOT DOWN

Millions of Dollars in Property Destroyed in Riots East and West.

The most extensive and disastrous railroad strikes that ever afflicted the country occurred in July, 1877, and in July and August, 1894. Other and more recent strikes affecting railroads were confined to comparatively restricted areas and produced less violence.

The strike of 1877 was due largely to the dissatisfaction resulting from a cut of 10 per cent. in wages made by a number of the big roads. The commencement of the troubles was the strike of the trainmen on the Baltimore and Ohio Railroad on July 14. It spread rapidly over almost all the Northern roads between the Mississippi and New England. The strikers took forcible possession of the tracks at all the principal junctions and prevented the forwarding of any goods, preventing in many cases the passage of passenger trains.

To rescue the railways from the lawless usurpation of the striking hands militia was called out, and in States where these were unable or unwilling to make a stand against lawbreakers United States troops were used. In the large cities and manufacturing towns of the West riotous demonstrations and uprisings occurred and there were many conflicts between mobs and troops in which hundreds were killed or injured. In the height of the strike at least 100,000 railroad employees were out, nearly 7,000 miles of railroad were controlled by the strikers, including four great trunk lines, the New York Central, the Erie system, the Pennsylvania and the Baltimore and Ohio, and their middle West branches, and the serious effects of the trouble were felt by the roads west of the Mississippi River. The coal miners increased the gravity of the situation by going on a general strike which was more determined and prolonged than the railroad strike.

The strikers had demanded of the Baltimore and Ohio \$3.50 and \$3 a day for engineers, \$2.50 for conductors and \$2 for firemen and brakemen. Similar demands were made on the other principal roads. There was considerable public sympathy for the strikers, which was reflected in sympathy strikes by coal miners, factory hands and other laborers whose wages were low. To these were joined the dangerous classes, the unproductive, untalented multitude, which were responsible for much of the rioting and destruction of property.

A battle between strikers and militia men at Martinsburg, W. Va., was followed rapidly by disorders in all directions. President Hayes issued a proclamation warning citizens to obey the law and respect property. It had little effect.

There was bloody fighting in the streets of Baltimore, Pittsburgh, Philadelphia and other cities. For a time Pittsburgh was in the grip of a mob. Regiments of Pennsylvania troops were forced to fire valleys and were immediately attacked by thousands who were not only well armed with stolen rifles and shotguns but who had three cannons. The soldiers were driven to a roundhouse and there besieged. Burning oil cans were hurled at the roundhouse and finally the soldiers were driven to the streets, finally retreating across the Allegheny River after many had been killed or wounded. Then the mob sacked the roundhouse and the soldiers were driven back by carloads and wagonloads. Barrels of spirits were tapped and drunk on the spot. That day, July 20, 1877, incendiarism was widespread. Hundreds of cars and other railroad property were burned. The direct loss of railroad property was estimated at \$10,000,000. Armed bands of aroused citizens, not the militia, finally quelled the rioting and brought a measure of order to the city.

Toward the end of July the strikers began to waver, having lost public sympathy, and by August 1 traffic both freight and passenger had resumed on most of the roads. A sequel to the railroad strike was the coal strike centering in Pennsylvania which lasted through most of August and occupied the attention of the Government for an advance of 10 per cent. in wages.

In the intervening years there were minor disturbances and occasional threats of general strikes, but it was not until May, 1894, that a strike was inaugurated at the works of the Pullman Palace Car Company, at Pullman, near Chicago, which at length developed into the greatest labor war in the history of the country.

It originated in a movement by the Pullman employees for higher wages, which the car company was unable to meet. The strike lasted for several weeks at the Pullman works with no prospect of success, it was decided to extend it to the railroads, which on demand had refused to cease running Pullman cars with their trains.

With the exception of the engineers, who had a brotherhood of their own, nearly all the railway employees of the West had already been organized into an association called the American Railway Union of which Eugene V. Debs was president. This association came to the front and took charge of the strike. The whole trouble became a test of strength between the American Railway Union and the association of railway officials known as the Railway General Managers Association.

The first step by the union was on June 26, when it ordered out all its men employed on the Illinois Central Railroad. This was quickly followed by orders affecting other roads, so that by June 28 eleven railroads centering at Chicago had been affected besides a large number of roads extending throughout the West, including the Southern Pacific, Northern Pacific and Santa Fe systems. Before July 1, railroad traffic had almost entirely been suspended throughout the West and South.

The greatest trouble was at Hammond, Ind., near Chicago, beginning July 7. A riotous mob assembled there, pulled train crews from their engines and beat them. During the night they burned cars, disabled engines and blocked the tracks. The sheriff's deputies and the police were powerless to restrain the mob and as there was no hope of the Indiana militia arriving in time an appeal was sent to the Federal authorities in Chicago for a force of regulars. A company of thirty-five men were sent out at once and were quickly followed by others. At length the rioters rushed the soldiers and were fired on. One man was killed and several were hurt. President Cleveland announced that the United States mails must not be interfered with and to protect the mails he sent an ample force of regulars to Chicago under Gen. Nelson A. Miles. His action was bitterly resisted by riotous sympathizers, although generally approved by the country. Debs and other strike leaders were arrested for violating injunctions and served terms in jail. The violence was general for weeks.

THREE DAMS BURST.

Villages in Essex County Flooded and Houses and Bridges Swept Away.

SARANAC LAKE, N. Y., April 24.—The new concrete dam of the Witherbee-Sherman Company at Witherbee, Essex county, went out last night, flooding a large portion of Witherbee village, completely inundating Moriah Centre, and doing property damage estimated at upwards of \$100,000. The lives of several hundred people were saved by the prompt action of a telephone operator in the Port Henry exchange, who notified every subscriber in the valley that the dam had burst in time for them and their friends to reach safety in the hills.

The dam which burst held back a lake two miles long and of an average width of half a mile. What caused the break is not known, as the dam was new and there was but little flood pressure upon it. The water rushed down the valley to Witherbee, two miles away, sweeping away many barns and residences of a less substantial character. Other buildings remained firm although flooded to the second story. At Moriah Centre, three miles further down the stream, much more damage was caused. The McKinley and Rose Pond dams, also owned by the Witherbee-Sherman Company, were swept away, and their reservoirs added to the flood, carrying houses and bridges before it. Many cattle were lost. About fifty-six families were rendered homeless and scores of others are living in neighboring villages until the flood abates and their homes can be made habitable again. Most of the loss is to the Witherbee-Sherman Company, which loses valuable water power and electric power plants used in connection with their extensive iron mines.

JAMES L. HUSTON ARRESTED.

Detectives Tell of Romantic High Finance and Fraud.

CHICAGO, April 24.—James Lawrence Huston, president of half a dozen legitimate corporations, member of many clubs, and possessed of property worth nearly \$1,000,000, was arrested to-day in Cincinnati, when he called to close a \$25,000 deal.

Huston will be brought back to Chicago to-morrow to answer to six charges of forgery and seven charges of note kiting, by which it is alleged he defrauded as many banks out of \$100,000.

The arrest of Huston, says William E. Webster, assistant superintendent of the Pinkerton National Detective Agency, means the conclusion of a romantic career in high finance in which the legitimate was hopelessly involved with the criminal.

Huston has a luxurious home at 5655 South Park avenue, where his wife, Mrs. Susan Sutton Huston, has been the hostess at many social affairs the past season.

Huston's method, the detectives say, was to find business men whose credit was slightly impaired and give them an opportunity to exchange \$25,000 of their own notes for an equal amount of his notes. They believed that their notes would be carried as collateral by him, while the use of their own names permitted them to negotiate the valueless notes signed by Huston.

Huston, they say, would immediately discount the business man's notes and leave the vicinity. When the business man's notes fell due an accomplice is said to have visited the victim, told him that Huston's notes were worthless and advise compromising the case with the holders of the paper rather than face criminal prosecution. This usually was done.

NAVAL MILITIA REVIEW.

Secretary Meyer Gives High Praise to New York's Young Tars.

Secretary of the Navy Meyer with Capt. W. R. Cutter last night reviewed the First and Second Battalions of the naval militia in the Second Battalion Armory, Brooklyn. It was the first joint review and there were 3,000 or more spectators. When the Secretary of the Navy arrived he was met by Lieut.-Commander Brinckhoff of the Second Battalion and Commander Robert P. Forshaw, who is in charge of the naval militia in this State. The first formation was that of a naval brigade with infantry and artillery, which was followed by an infantry drill by the First Battalion under Commander Raynor. A feature of the review was a riot formation. The Second Battalion under Lieut. Fitzgerald gave an exhibition of double quick time. Next came a boat and signal drill, in which two models of naval steam launches, propelled over the floor by a concealed device, and two sailors in a moving about in the same way formed a unique part. There was an exhibition of live and shot signals, signaling from a military mast at one end of the armory to a navigating bridge at the other end. Secretary Meyer addressed himself as delighted with the drill. He commented upon the appearance of the men and said their training would render them invaluable in the case of war. They were a credit to the organization and to the State, he said.

New Office for A. Harry Moore.

City Collector A. Harry Moore of Jersey City has been elected president of the newly organized Sunday School Athletic League of Hudson county. The other officers are J. A. Wilken, Hoboken, vice-president; H. D. Britton, physician, chief director of the Hudson City Y. M. C. A., secretary, and William W. Nicholas, West Hoboken, treasurer.

Buck Peters. Ranchman

By CLARENCE E. MULFORD and JOHN WOOD CLAY

When Buck Peters from his Montana ranch sent word to the Bar 20 Outfit that the cattle rustlers were making trouble for him, the entire outfit, led by the irrepressible Hopalong Cassidy, made a bee line for the scene of battle.

They found Buck very much up against it, but the way they straightened things out makes one of the best cowboy yarns in years, and it has all the vividness and excitement of previous Bar 20 stories.

At All Booksellers

A. C. McCLURG & CO., Publishers

IT SOMETIMES HAPPENS

that a great master like Stevenson can stir the heart of the public with the simplest of words. The art is rare, but in the May number of EVERYBODY'S MAGAZINE is an article which has this power.

Read "BIG BUSINESS AND THE BENCH." Read it carefully and earnestly. Unless we are much mistaken, you will find that in this plain and temperate statement of the facts there is something that has gripped your heart and stirred both your imagination and your indignation. For here, presented in the simplest way in the world, is a most tremendous indictment leveled against our business methods as applied to our judiciary. Get a copy of

EVERYBODY'S MAGAZINE

15 Cents on all News-stands

\$1.50 a Year

THE RIDGWAY COMPANY, PUBLISHERS, NEW YORK

P. S.—And in spite of it all, we are not sure that we believe in the recall of the Judiciary.

The greatest single article ever in Everybody's

Children Will Like

MIKEY MONK AND HIS FRIENDS

Who are introduced in

The Boys' and Girls' Pages of NEXT SUNDAY'S SUN

This jolly crew of merrymakers will appear weekly thereafter.

They are to have adventures and frolics in all parts of the world.

Their doings will be told by verse and picture.

IN THE MAGAZINE NEXT SUNDAY

Harry Furniss at the White House

Sketches of President Taft by the noted London artist who talked with the nation's Chief Executive at the White House. There are also sketches of Vice-President Sherman and Attorney-General Wickersham.

Are New Yorkers Discourteous?

An analysis of present day manners leads to the conclusion that we have less politeness than our grandfathers. Reasons why.

Her First Big Case, by Colette Yver

An entertaining story of the first case handled by a Parisian girl lawyer and what came of it. The author is one of the most famous of French woman novelists. This story has not before appeared in the United States in English.

NUMEROUS OTHER GOOD FEATURES

ORDER

NEXT SUNDAY'S SUN

From Your Newsdealer and do it NOW